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# Royal Canadian Yacht Club.



## BY-LAWS

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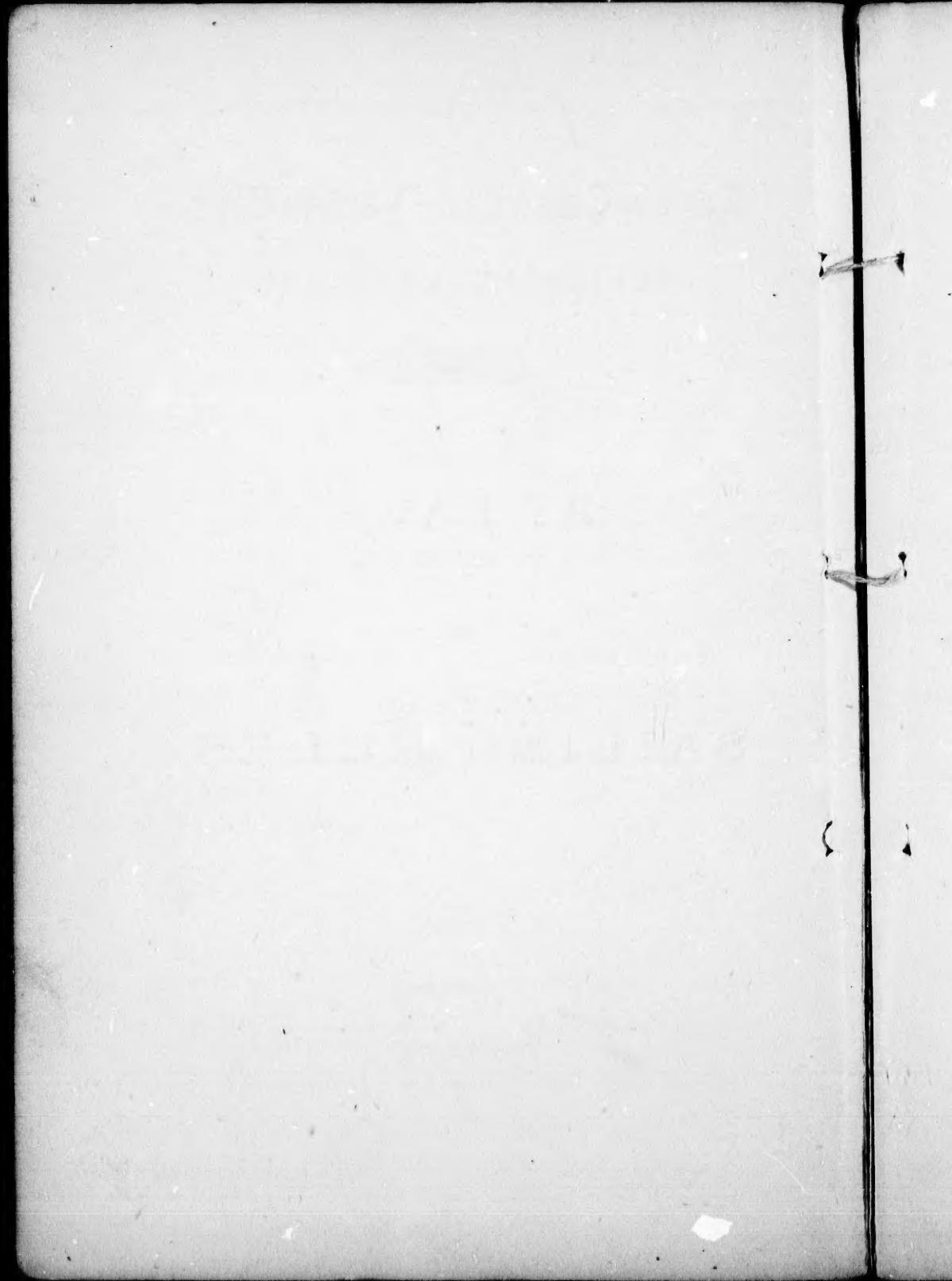
## SAILING RULES.



TORONTO:

C. BLACKETT ROBINSON, PRINTER, 5 JORDAN STREET.

1883.





## OFFICE-BEARERS, 1883.

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**Commodore:**

A. R. BOSWELL, Esq.

**Vice-Commodore:**

JOHN LEYS, Esq.

**Rear-Commodore:**

J. WEIR ANDERSON, Esq.

**Hon. Sec.-Treas.:**

LIEUT.-COL. H. J. GRASSETT.

**Committee of Management:**

R. COCHRAN, Esq.

S. BRUCE HARMAN, Esq.

E. H. DUGGAN, Esq.

JOHN HENDERSON, Esq.

C. L. FERGUSON, Esq.

BEVERLEY JONES, Esq.

GEO. GOODERHAM, Esq.

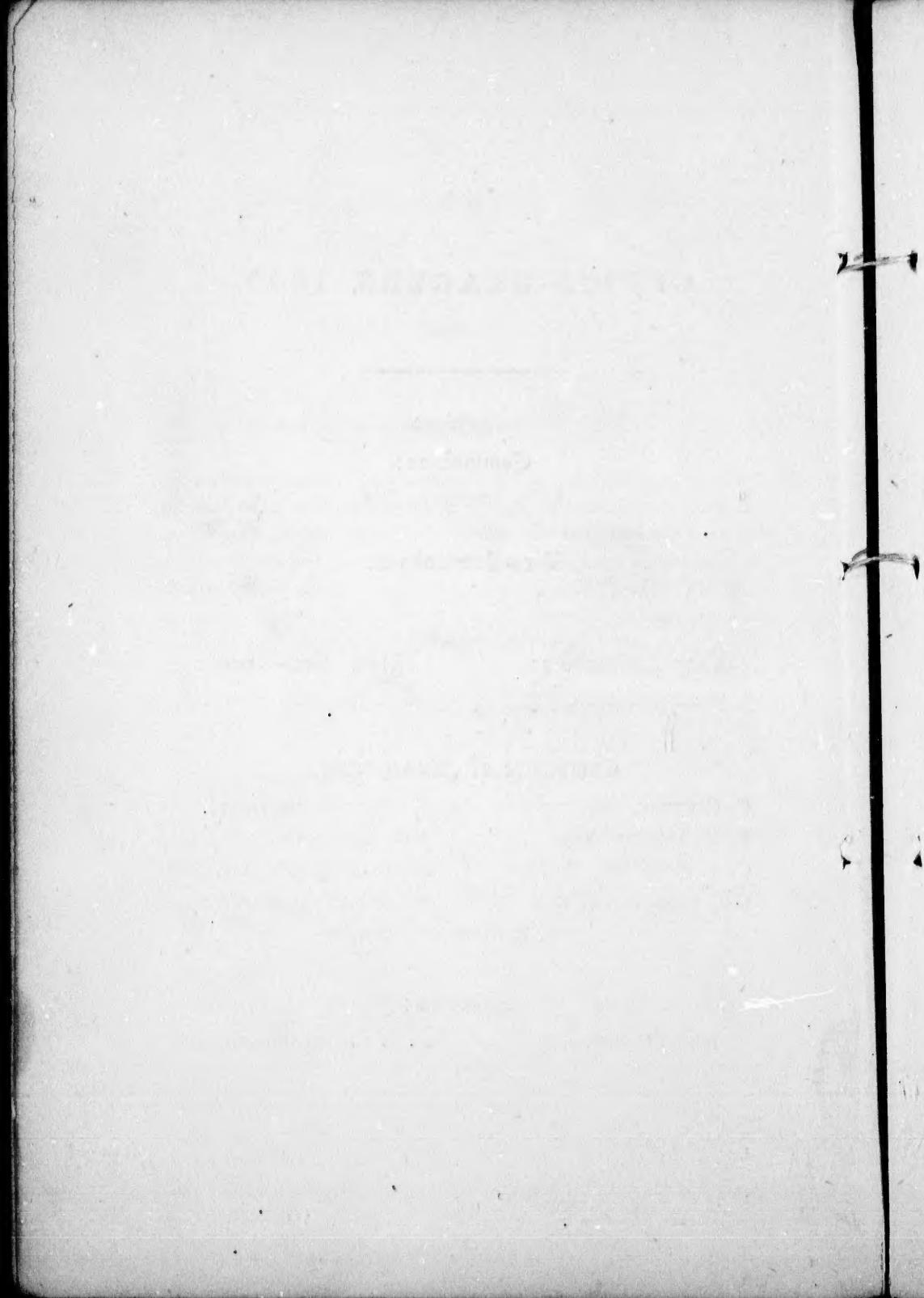
W. GIBSON CASSELS, Esq.

C. E. RYERSON, Esq.

**Auditors:**

JOHN MACNAB, Esq.

GEO. S. C. BETHUNE, Esq.



GOVERNMENT HOUSE,

QUEBEC, AUGUST 4TH, 1854.

SIR.—I am commanded by the Governor-General to inform you that His Excellency has received a dispatch from Her Majesty's Secretary of State for the Colonies, stating that he has laid before the Queen the Petition of the members of the Canadian Yacht Club, praying that Her Majesty would be pleased to permit them to assume the style of "Royal"; and that Her Majesty was graciously pleased to comply with their prayer.

I have the honor to be, Sir,

Your most obedient Servant,

[Signed] AUG. T. HAMILTON,

*Mil. Sec'y.*

JOHN ETTRICK, Esq.,

*Secretary, C. Y. C.,*

TORONTO, C. W.

## AN ACT

## To Incorporate the Royal Canadian Yacht Club.

WHEREAS the persons hereinafter named, with a large number of others in Toronto, and elsewhere, in the Dominion of Canada, have associated themselves for the establishment of a Club, for the purpose of encouraging Yacht Building and Sailing in Canadian Waters, and have prayed to be incorporated by the name of "The Royal Canadian Yacht Club," having been permitted by Her Most Gracious Majesty to assume the style of "Royal"; and it is expedient to grant their prayer: Therefore Her Majesty, by and with the advice and consent of the Legislative Assembly of Ontario, enacts as follows:—

1. Edwin M. Hodder, George H. Wyatt, B. R. Clarkson, H. L. Hime, and William Armstrong, Esquires, the Officers, and such other persons as now are or hereafter shall become members of the said Association, shall be and are hereby declared to be a body politic and corporate, in deed and in name, by the name of "The Royal Canadian Yacht Club," and by that name shall have perpetual succession, and a common seal, and shall have power, from time to time, to alter, renew, or change such common seal, at their pleasure, and shall by the same name, from time to time and at all times hereafter, be able and capable to purchase, acquire, hold, possess, and enjoy, and to have, take, and receive to them and their successors, such lands, tenements, and hereditaments, and real and immovable property and estate, situate, lying and being within the City of Toronto, as may be necessary for the actual use or occupation of the Corporation as a Club-House and dependencies; and the same to sell, alienate, and dispose of whensoever the said Corporation may deem it proper so to do: and by the same name shall and may be able and capable in law to sue and be sued, implead and be impleaded, answer and be answered unto and in any manner whatsoever: and the constitution, rules and regulations now in force, touching the admission and expulsion of members, and the management and conduct generally of the affairs and concerns of the said Association, in so far as they may not be inconsistent with the laws of this Province, shall be the constitution, rules, and regulations of the said Corporation: Provided always that the said Corporation may from time to time, alter, repeal, and change such constitution, rules, and regulations of the said Corporation.

2. All property and effects now owned by or held in trust for the said Association, are hereby vested in the said Corporation, and shall be applied solely to the maintenance of the said Corporation.

3. No member of the Corporation shall be liable for any of the debts thereof beyond a sum which shall be equal to the amount of the original entrance fee, and the annual subscriptions which may remain unpaid by such member; and any member of the Club, not being in arrears, may retire therefrom, and shall cease to be such member, on giving notice to that effect, in such form as may be required by the by-laws thereof, and thereafter shall be wholly free from liability for any debt or engagements of the Club.

4. It shall be lawful for the said Corporation to issue stock to such extent as they may deem necessary, not exceeding, in the aggregate, the sum of Thirty Thousand Dollars, in shares of Fifty Dollars each; such stock to be subscribed for in a book to be opened for that purpose, by a Committee of the said Club, and to be paid up in such manner, and within such time, as may be determined by the said Committee.

5. The funds arising from such stock shall be applied exclusively to the purchase of lands or buildings, for or to the erection of a Club-House and dependencies, and of furnishing the same.

6. The shares of such stock shall be assignable by delivery and surrender of the certificates to be issued to the holders of such shares, respectively, and by assignment on the books of the Corporation.

7. The holder of such stock, duly paid up, shall be a proprietor of an undivided share of the real estate of the Corporation, and of the buildings thereon to be erected, and shall be exempt from all liability beyond the extent of the stock he shall actually hold.

8. It shall be competent to the said Corporation to pay off so much of the said stock, from time to time, as the Committee may deem desirable; the share or shares, so to be paid off, to be selected by the said Committee by ballot.

9. The said Corporation shall make and furnish to the Lieutenant-Governor and to the Legislative Assembly of the Province of Ontario during the first fifteen days of the first Session thereof, in each and every year, a full and unreserved statement of the affairs of the said Corporation, and of its funds, property, and securities.

## FLAGS.

The Club Flag shall be a blue Burgee, with a white cross, a crown in the upper square, and a beaver in the lower—both yellow—and shall be hoisted at the mast-head. Pattern to be as follows: triangular, not less than four feet long by two feet six inches in the luff. Each boat shall be provided with a Distinguishing Flag of the same size and shape, and of such pattern as the owner may select. The Club Ensign shall be blue, with the crown in the fly. With the view of assimilating the practice of the Royal Canadian Yacht Club to the usage of all other Yacht Clubs, the boats of the Club, when sailing in any organized meeting, shall be at liberty to hoist the following flags only, viz., the Club Flag, the Distinguishing Flag, the Official Flag, and the Blue Ensign. The Commodore's Flag shall be five feet long by two feet six inches wide—*Red*, with yellow crown in centre; the Vice-Commodore's Flag, the same shape and dimensions, *White*, with blue crown in centre; the Rear-Commodore's, do., do., *Blue*, with white crown in centre. Acker's code of signals has been adopted by the Club.

## UNIFORM.

The Club uniform shall be a dark blue jacket with Club buttons, white or blue cloth vest and trowsers; the jacket to have a falling collar, double breast, eight buttons on each side, four buttons on the cuffs, with gold braid, lining black; blue cap and badge, and a badge on each shoulder as follows: Commodore, Crown and Anchor on Crowfoot (gold); Vice-Commodore, Crown on do.; Rear-Commodore, Anchor on do.; Secretary-Treasurer, two stripes of gold lace, three braids in each; (undress) officer's coat, two stripes of three braids, each  $1\frac{1}{2}$  in. long, and  $\frac{3}{4}$  in. between each stripe on each shoulder; the dress uniform shall be a blue tailed coat, double breasted, rolling collar, lapels to side pockets, with three large buttons on each, six buttons on each side, lining white silk; black cloth trowsers.

# Royal Canadian Yacht Club.



## BY-LAWS.

1. All former By-Laws are hereby rescinded.
2. The object of this Club being the encouragement of Yacht Building and Sailing in Canadian waters: *It is enacted*, that the funds of the Club (after paying the necessary current expenses) be appropriated to prizes of cups or money, as may be decided by the Committee of Management, to be sailed for by yachts, the property of members only, under the Sailing Regulations of the Club.
3. The Club, through the Committee of Management, may allow races, open to all comers, to be run under the Club patronage and management. In Club races, and all races under Club management, the time allowance of the Yacht Racing Association shall be used.
4. Politics, and religious questions of every kind, shall be absolutely excluded from open discussion in the Club.

### MEETINGS.

5. The General Meeting of the Club shall take place on the first Saturday in June in each year at the Club House, at eight o'clock p.m. Nine members shall form a quorum. The Commodore, or, in his absence, the Vice-Commodore or Rear-Commodore, shall take the chair at all Club Meetings; in

the absence of these officers, the members present of such meeting shall elect a charman.

6. The Secretary shall summon a Special General Meeting of the Club at any time, on receiving directions from the Committee of Management; or on a requisition signed by not less than five members of the Club. In all such cases there must be at least seven days' notice of meeting, posted in the Club House and in the waiting-room at the Esplanade, which notice shall state the object of the meeting. All notices thus posted shall be considered sufficient as regards meetings of the Club.

7. When any General or Special Meeting of the Club is about to be held, the billiard-room and the card-rooms in the Club House shall be closed at least a quarter of an hour before the time, and remain closed during the meeting.

#### OFFICERS, ETC.

8. The Officers of the Club shall consist of a Commodore, Vice-Commodore, Rear-Commodore, Hon. Secretary-Treasurer. The Officers, a Committee of Management, and two Auditors, shall be elected at the General Meeting in June, and shall take office forthwith: the Officers shall be *ex officio* members of the Committee of Management: and with the exception of the Hon. Secretary-Treasurer, they shall be owners of Yachts, or joint owners; provided always, that the other joint owners are members of the Club.

9. The Commodore, Vice-Commodore, Rear-Commodore, Hon. Secretary-Treasurer, Committee of Management, and two Auditors, shall be elected by ballot, as follows: Within three weeks of, and at any time thereafter up to one week of the General Meeting in June, or any Special General Meeting called for that purpose, any member may, in writing, communicated to the Secretary, nominate one person for each office, including nine members for the Com-

mittee of Management, and two Auditors; and the Secretary shall, from day to day, as received, post up in the Club the names of all persons so nominated, with the names of the respective nominators subscribed thereto; and the election shall take place at the General Meeting. In the event of no nominations being made as aforesaid or no elections taking place at such General Meeting, the elections shall take place at a Special General Meeting called for that purpose in the manner provided by Rule 6, but no such elections shall take place until nominations have been made as before provided. New nominations may be made at such general or special meeting, but persons so nominated must receive a two-thirds vote of those present. The Officers, Committee of Management, and Auditors, shall hold office until their successors are appointed.

10. The Committee of Management shall consist of nine members, in addition to the *ex officio* members. It shall appoint all Sub-Committees, an Assistant Secretary, and Bankers, and shall have all the powers of the Club except as to rescission or alteration of By-laws, or additions thereto, election or expulsion of members, and annual election of officers. Four shall form a quorum.

11. The Committee of Management shall appoint a Sailing Committee, and such other Committees as it may deem necessary.

12. The Committee of Management shall have power to levy an assessment of not more than \$10 in any year upon every member of the Club, including Life Members, but not Honorary Life Members, subject to the approval of two-thirds of those present at the Annual General Meeting of the Club, or at a Special General Meeting of the Club called for the purpose of considering the same.

13. The Committee of Management, at a special meeting of that body to be called for that purpose, of which meeting at least three clear days' notice shall

be given, are empowered to fill up any vacancies that may occur during the year in their own number or that of the Officers of the Club. No member shall vote upon any question in which he is personally interested.

14. Should any member of the Committee of Management be absent from all meetings held in any two consecutive months without a satisfactory excuse to the other members, he shall cease to hold office, and his place be filled according to By-Law No. 13.

15. The Hon. Secretary-Treasurer shall keep correct Minutes of the proceedings of the Club, and shall also receive all Club moneys and pay all accounts. The Assistant Secretary shall be *ex officio* a member of the Club and hold office during pleasure. He shall discharge all duties assigned to him by the Secretary-Treasurer, and shall be paid such salary as the Committee of Management may decide.

16. The Auditors shall examine and audit the Club accounts, and report thereon to the Committee of Management yearly.

#### MEMBERS.

17. Each candidate for admission shall be proposed by one member and seconded by another, by a proposal in writing, stating the candidate's usual residence, rank, profession, or other description which shall be entered in the Book of Candidates, for that purpose provided, and signed by both mover and seconder, and such candidate shall be balloted for on the first Saturday after the lapse of one week from the time of such proposal, provided the names of the candidate and his proposer and seconder have been posted in the Club Room, under the hand of the Secretary, at least one week before the day of ballot. No ballot shall be valid unless twelve members actually ballot, and one black ball in seven shall exclude. No candidate who shall have been rejected shall be eligible to be proposed again within six

months. No person shall be admitted a member unless of the full age of eighteen years, except officers in Her Majesty's service, provided that no member shall have the right to vote or take part in Club Meetings until he attains the age of twenty-one years.

18. The ballot shall take place between the hours of two and nine p.m. Each member voting shall write his name on a card to be provided for that purpose, and such card shall be placed in the ballot box with the white or black ball. The Hon. Secretary, or by his directions the Assistant-Secretary, in the presence of a member of the Committee of Management, shall open the ballot box, and declare the result to the Committee of Management. A separate ballot shall be taken for each candidate for election. Voting by proxy shall not be allowed.

19. On the election of each new member the Secretary shall notify the same to him, and furnish him with a printed copy of the rules and regulations, and request him to remit the amount of his entrance fee and subscription to the Secretary, and until the same be paid he shall not be entitled to the privileges of the Club, and if the same shall remain unpaid for one month after such notification, his election shall be null and void, unless such default shall be explained to the satisfaction of the Committee of Management.

20. No member shall be allowed to take part in any proceedings of the Club, or vote on any subject connected therewith, or use the Club House, until he shall have paid all arrears and subscriptions, as also any assessment which may be due by him, together with rents of boat houses and racks, and all accounts due the Steward which have remained unpaid one week after presentation.

21. Any member wishing to withdraw from the Club shall give notice in writing to that effect to the Secretary, and shall be allowed to withdraw on pay-

ment of all arrears for subscriptions, assessments, rents, and unpaid accounts.

22. Any member wilfully infringing any rule or regulation of the Club, or failing to pay his annual subscription by the first Monday in July, or failing for one month to pay any assessment, including the annual charge which may be made by the Committee to meet the expenses connected with the Launch, after the same shall have been levied or imposed, or being guilty of any ungentlemanly conduct, shall be liable to expulsion by a vote of two-thirds of the members present at any meeting specially held for that purpose, seven days' notice of such meeting having been previously given to the members.

23. Any member who shall withdraw, resign, or be expelled, shall forfeit all right or claim in or to the Club property or funds; and any member who shall be expelled shall forever thereafter be ineligible to be re-admitted a member, and no person who has been expelled or struck off as a defaulter, and not restored, shall be admitted to the Club or any of its entertainments. This rule shall also apply to those who have been excluded by ballot twice.

24. The Club shall be open every day for the reception of members at eight o'clock in the forenoon, and shall be closed and the lights extinguished at such hours as may be ordered by the Committee of Management; and no member shall be admitted into or remain in the Club after these hours on any pretence whatever, unless specially authorized by the Committee.

25. All members are to pay their bills for every expense they may incur in the Club before they leave the house.

26. Any cause of complaint that may arise is to be written, and signed by the member so complaining, in the Complaint Book established for that purpose, or by letter to the Secretary, which complaint must

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be specially noticed by the Committee of Management at their next meeting; and any overcharge, inattention, or improper conduct on the part of a servant, is to be stated by letter, over the signature of such member, which being put in the Secretary's box, must be laid before the Committee at their next meeting.

27. No game shall, on any account, be played for money, except whist, écarté, picquet, euchre, billiards, and pool; nor dice used, except at backgammon.

28. No higher stakes than quarter dollar points shall be played for at whist, nor shall any bet exceed ~~one dollar.~~ *one quarter of a dollar*

29. The games of écarté, picquet, euchre, billiards, and pool, may be played for limited stakes, the limits to be fixed by the Committee, and the Committee shall have power to fix a limit to the hours during which cards shall be played in the Club, and to make such regulations in respect thereof as circumstances may hereafter call for.

#### PRIVILEGED MEMBERS.

30. All members of Royal Yacht Clubs and of the United States Yacht Clubs, and of the Nova Scotia Yacht Squadron, Halifax, shall be admissible as privileged members during a period not exceeding one month, on being introduced by a member, and any such member so introduced being an owner of a Yacht, shall be entitled to take part with his Yacht in any race of the Club, except that for the Champion Cup of the Prince of Wales, provided that the Club to which such member belongs extends the same privilege to the Yacht-owning members of the Club.

31. Any ordinary member may have the privilege of introducing a friend resident at a distance of thirty miles from Toronto for a period not exceeding one week, provided the name of such person, with the

written recommendations of two ordinary members, be submitted to and approved of by one member of the Committee of Management, and his name be entered on the Visitors' Book. The person so admitted shall thereafter be a privileged member of the Club for one week, but no person shall be so admitted more than once in the same year on the introduction of any one member, and not more than three times in the same year under any circumstances.

32. No privileged member shall at any time introduce a friend to the Club, or attend the meetings, or give his vote on any matter connected with the Club, or in any way interfere with the management of the same. The member introducing a friend as a privileged member shall be answerable for any debt he may incur to the Steward during said period, and for any damage done by him to any of the Club property.

33. The names of privileged members, with the duration of their privilege, shall be posted in a conspicuous part of the Club.

#### FEES.

34. The entrance fee shall be \$15. The annual subscription for resident members, which shall be held to include persons residing in the city of Toronto and within five miles thereof, \$10 ; for non-resident members in the Dominion of Canada, \$5 ; and for members residing out of the Dominion of Canada, \$2 ~~1~~ payable *in advance* on the first Monday in March in each year. All entrance fees, annual subscriptions and assessments shall be paid to the Hon. Secretary-Treasurer.

35. All officers of the Army and Navy on actual service, and members of Royal Yacht Clubs and United States Yacht Clubs, and strangers coming from England, or from any foreign country, may be elected members for the period of six months or less, on payment of \$1 a month ; but they shall have no vote nor voice in the management of the affairs of the Club.

*\* and for Senior members \$5.5 include Launch fee*

This rule shall also apply to strangers from British Columbia, Manitoba and the Maritime Provinces.

36. The name of every member failing to pay his annual subscription by the first Monday in July in each year, shall be exhibited in the Club Room. If not then paid he shall be liable to pay an additional sum of \$1 for each month, or portion thereof, he is so in default; and if the subscription, with all fines, be not paid on or before the first day of August following, he shall then cease to be a member, and his name be erased from the books of the Club, unless otherwise ordered by the Committee of Management.

37. Members leaving the Dominion of Canada, on application to the Committee of Management, may become absentee members on payment in advance of \$2 per annum, commencing from March 1st following their departure. Should an absentee again become a resident member he shall pay \$1 per month between the months of August and November.

#### VISITORS.

38. A book shall be kept in which the names of all visitors shall be entered.

39. Any member, at his sole expense, shall have the privilege of introducing a friend to the Visitors' Room, and at breakfast, lunch, or dinner, provided the name of such friend shall have been previously subscribed in the Visitors' Book.

40. Guests who are non-residents of Toronto, shall have all the privileges of the Club for the day, with the exception of the Billiard and Card Rooms, provided they have lunched at the Club, and while the member introducing them is present with them.

41. Guests of members shall have all the privileges of the Club after seven o'clock in the evening, provided they have dined at the Club, and while the member introducing them is present with them.

## AMENDMENTS, ETC.

42. All members having any new By-law to propose, or any suggestion to make for the alteration of existing By-laws, must forward the same in writing to the Secretary at least eleven days previous to the Annual General Meeting, or any Special General Meeting, and such communication, or a copy thereof, shall be posted by the Secretary in some conspicuous place in the Club for at least seven days next preceding such meeting. At such meeting the same shall be discussed, and if approved of, then adopted.

43. No addition, alteration, or amendment shall be made to these By-laws, unless notice thereof in writing shall be given as provided in By-law No. 42, nor without the consent of two-thirds of the members present at such meeting.

## SAILING REGULATIONS.

1. No Yacht shall be entered on the Club List, or <sup>Certificate of tonnage.</sup> considered a Club Yacht, unless owned exclusively by a member or members of the Club, and such owner or owners shall be entitled to a certificate of tonnage, to be given by the Measuring Committee in the following form :

## ROYAL CANADIAN YACHT CLUB.

We hereby Certify that the Yacht .....  
 built, at present the property of ..... is  
 in length..... in breadth of beam  
 ..... and measures .....  
 tons, Yacht Racing Association Measurement, and that  
 ..... is the owner of the said  
 Yacht at present acknowledged as such by the Royal  
 Canadian Yacht Club.

Secretary.

.....  
 .....  
 ..... } Measuring Officers.

.....18 .

NOTE.—This certificate to be produced, if required, at the time of entry for all Club matches.

Any Yacht chartered for the season from one member to another, and entered on the Club List, can enter and sail in any race, and shall be deemed for Club purposes the property of the member in whose name she is entered.

2. The Club course shall be a triangular one of not <sup>Chartered Yachts.</sup> Club course. less than thirty nautical miles, and shall be decided upon by the Sailing Committee at least three days previous to a race.

**Prince of  
Wales Cup.**

3. The race for the Prince of Wales Champion Cup shall be over the Club course, unless otherwise *specially* directed by the Sailing Committee, and shall be sailed for annually on the 7th of September, the anniversary of the visit of His Royal Highness to Toronto. The winner of the said Cup, before taking possession of the same for the current year, shall give security to the satisfaction of the Sailing Committee, for its due and safe return to the Club by the 1st September following, and the winner shall receive a medal to represent the Cup. A medal shall also be given by the Club to the second Yacht.

This race is exclusively confined to Yachts belonging to the Royal Canadian Yacht Club.

**Anderson  
Cup.**

4. Messrs. Anderson having presented a Challenge Cup to be sailed for at the Annual Club Regatta in September, the following conditions are attached thereto :—

1st. Competition confined to Yachts of 10 tons and upwards belonging to the Royal Canadian Yacht Club.

2nd. If won by the same Yacht, owned by the same owners, for three consecutive years to become the property of such Yacht.

**Marquis of  
Lorne Cup.**

5. His Excellency the Marquis of Lorne having presented a Cup to be sailed for at the Annual Club Regatta, the conditions attached thereto will be such as the Sailing Committee shall from year to year appoint, governed by the General Sailing Rules.

**Manage-  
ment of  
races.**

6. All Races, and all Yachts sailing therein, shall be under the direction of the Sailing Committee of the Club. All matters shall be subject to their approval and control; and all doubts, questions, and disputes which may arise, shall be subject to their decision. Their decisions shall be based upon these Rules so far as they will apply, but as no rules can be devised capable of meeting every incident and accident of sailing, the Sailing Committee should keep in view

the ordinary customs of the sea, and discourage all attempts to win a race by other means than fair sailing and superior speed and skill. The decisions of the Sailing Committee shall be final. No member of the Sailing Committee shall take part in the decision of any disputed question in which he is directly interested. The Sailing Committee shall award the prizes, subject to Rule 34. If any Yacht be disqualified, the next in order shall be awarded the prize.

7. The Sailing Committee, which shall consist of <sup>Postponement of races.</sup> five members, three of whom shall form a quorum, shall have power to postpone any Race, should unfavourable weather render such a course desirable.

8. The tonnage of every Yacht entered to sail in a <sup>Measurement for tonnage.</sup> Race shall be ascertained in the manner following : the length shall be taken in a straight line at the deck, from the fore-part of the stem to the after-part of the stern-post ; from which deducting the breadth, the remainder shall be esteemed the length to find the tonnage ; the breadth shall be taken from outside to outside of the planking, in the broadest part of the Yacht, and no allowance shall be made for wales, doubling planks, or mouldings of any kind ; then multiplying the length by the breadth, and the product by half the breadth, and dividing the result by 94, the quotient shall be deemed the true tonnage ; provided always that if any part of the stem or stern-post, or other part of the vessel at or below the load water-line project beyond the length taken as above-mentioned, such projection or projections shall, for the purposes of finding the tonnage, be added to the length taken as stated. In the case of a Yacht whose stern-post has an elbow, the length shall be taken to a point where the stern-post, if its rake were continued, would cut the deck-line ; and in measuring Schooners or other Yachts with overhanging stems, the length shall be taken to a point half the distance between the fore part of the stem at the deck-line and a perpendicular to the true load water-line at its fore end. Any fraction of a ton above one half shall count as a ton. If, from any peculiarity in the con-

struction of a Yacht, or other cause, the measurer shall be of opinion that this rule will not measure the Yacht fairly, he shall report the circumstances to the Sailing Committee, who, after making such inquiries as they consider necessary, shall award a certificate of tonnage accordingly. The certificate of tonnage of the Royal Canadian Yacht Club shall be deemed a Yacht's true racing tonnage, so long as she remains unaltered.

**Time allowance** 9. Time shall be allowed on arrival for difference in tonnage, according to the annexed scale, increased or decreased in proportion to the length of different courses.

**Entries.** 10. Entries shall be made with the Secretary of the Club at least 24 hours previous to noon of the day appointed for starting each Race. In case of a Sunday intervening, 24 hours shall be added. An extension of time may be granted by the Sailing Committee in the event of delay being shown to their satisfaction to have been unavoidable.

**Form of entry.** 11. **FORM OF ENTRY** for First Class Yachts, to be signed by the owner, or his representative, previous to the Race:

Please to enter the Yacht for the  
Race at on the  
Her distinguishing Flag is ; her rig is  
; and her tonnage, in accordance with  
Rule 6, is tons. I undertake that while sailing  
under this entry she shall not have on board *any bags of shot*; that all her ballast shall be properly  
stowed under the platform or in lockers, and shall  
not be *shifted or trimmed in any way whatever*; that  
I will obey and be bound by the Sailing Rules of the  
Royal Canadian Yacht Club, and that I will provide  
a scrutineer, who shall be a member of the Club, and  
whose name shall be submitted to the Sailing Committee  
on the morning of the race.

Signed this day of

(Signed).....

FORM OF ENTRY for Second Class Yachts, to be signed by the owner, or his representative, previous to the Race:

Please to enter the Yacht for the  
Race at on the .  
Her distinguishing Flag is ; her rig is ; and her tonnage, in accordance with Rule 8, is tons. I undertake that while sailing under this entry, I will obey and be bound by the Sailing Rules of the Royal Canadian Yacht Club.

(Signed)

NOTE.—Second Class Yachts are not prohibited from shifting ballast.

Should any Yacht duly entered for a race not start, or having started should she give up or be disabled during the Race, such Yacht shall, in the event of the Race being re-sailed, be entitled to start; but no new entries shall be received under any circumstances whatever for a postponed Race.

12. When a Prize has been offered for competition, One yacht entitled to sail over. any Yacht, duly entered, may claim to sail over the course, and shall be entitled to the prize; subject, however, to Rule 7.

13. Every First Class Yacht sailing in a Race, shall have on board a scrutineer who is a member of the Royal Canadian Yacht Club, and who, before the Prize is awarded, shall sign a declaration, that the Yacht under his charge has strictly conformed to all the sailing regulations, as follows:

I HEREBY DECLARE that the Yacht whilst Declaration that rules have been observed. sailing in the Race this day, has strictly observed the sailing rules and regulations.

(Signed).....

Date.....

**Distinguishing flags.** 14. Each Yacht must carry, at her main topmast head, a distinguishing Flag, of a suitable size, which must not be hauled down unless she gives up the Race, except in case of rule 33. If the topmast be lowered on deck or carried away, the flag must be re-hoisted in a conspicuous place, as soon as possible.

**Instructions.** 15. Every Yacht entered for a Race shall, at the time of entry, or as soon after as possible, be supplied with written or printed instructions as to the conditions of the Race, the course to be sailed, marks, etc. Nothing shall be considered as a mark in the course unless specially named as such in these instructions, or in the chart of the course, should one be furnished.

**Sails.** 16. There shall be no restrictions as to sails, or the manner of setting or working them.

**Crew's friends.** 17. There shall be no limit as to the number of paid hands, and no restrictions as to the number of friends or to their working. No one shall join or leave a Yacht after the signal to start.

**Fittings and ballast.** 18. All Yachts exceeding ten tons shall be fitted below deck with the ordinary fittings of a Yacht, and their platforms shall be kept down, and bulkheads standing. No more than the usual anchors and chains shall be carried during a Race, which must not be used as shifting ballast, or for altering the trim of the Yacht. ~~No bags of shot shall be on board, and~~ all ballast shall be properly stowed under the platform or in lockers, and shall not be shifted or trimmed in any way whatever during a Race. No ballast shall be shipped or unshipped after 9 p.m. of the day previous to the Race. A Race re-sailed shall, so far as regards this rule, be considered a new Race. This rule does not apply to second-class Yachts.

**Boats and life-buoys.** 19. Every Yacht exceeding thirty tons, shall carry a boat on deck, not less than eight feet in length and three feet beam, with oars lashed in it, ready for immediate use. Every Yacht shall carry at least one life buoy on deck ready for use.

20. The Yachts shall start from moorings, anchors, Starting, or under way, as directed by the Sailing Committee. Half-an-hour before the time of starting a gun shall be fired and a flag hoisted, as a signal for the Yachts of each successive Race; in case of a start from anchors or moorings, to take up their stations for the start with headsails down, or all sails down, as the Sailing Committee may direct; or in case the start be a flying one, to approach the starting line.

Five minutes before the start a preparative gun shall be fired. At the expiration of five minutes exactly the Flag shall be hauled down, and a third gun fired as a signal to start. If the start is to be made from anchors or moorings, lots shall be drawn for stations, and springs shall be allowed on the same bridle or anchor chain or warp as the bowfasts, but are not to be carried to a buoy, pier, other vessel, or fixed object. If any Yacht lets go or parts her bridle before the signal to start, or if she drags any moorings or anchor to which she is made fast for the purpose of starting, she shall be liable to be disqualified, unless such parting or dragging be explained to the satisfaction of the Committee, or unless she has returned, after the signal to start, within the line of starting buoys, so as not to obtain any advantage by the accident. In a flying start, if any Yacht, or any part of her hull or spars be on, or cross the line before the signal to start is made, she must return and re-cross the line; a Yacht so returning, or one working into position from the wrong side of the line after the signal to start has been made, must keep clear of all competing Yachts. Should the gun miss fire, the lowering of the flag should be the signal to start.

21. If two Yachts are meeting end on, or nearly Meeting end end on, so as to involve risk of collision, the helms of on. both shall be put to port, so that each may pass on the port side of the other.

22. When two Yachts are crossing so as to involve Two Yachts crossing.

risk of collision, then if they have the wind on different sides, the Yacht with the wind on the port side shall keep out of the way of the Yacht with the wind on the starboard side, except in the case in which the Yacht with the wind on the port side is close hauled and the other Yacht free, in which case the latter Yacht shall keep out of the way; but if they have the wind on the same side, or if one of them has the wind aft, then the Yacht which is to windward, shall keep out of the way of the Yacht which is leeward.

Overtaking,  
rounding,  
marks, etc.

23. A Yacht overtaking another Yacht shall keep out of the way of the last mentioned Yacht, but when rounding any buoy or vessel used to mark out the course, if two Yachts are not clear of each other at the time of the leading Yacht is close to, and actually rounding the mark, the outside Yacht must give the other room to pass clear of it, whether it be the lee or weather Yacht which is in danger of fouling the mark. No Yacht shall be considered clear of another Yacht, unless so much ahead as to give a free choice to the other on which side she will pass. An overtaking Yacht shall not, however, be justified in attempting to establish an overlap, and thus force a passage between the leading Yacht and the mark after the latter Yacht had altered her helm for the purpose of rounding.

Obstruction  
to sea room.

24. When passing a pier, shoal, rock, vessel, or other obstruction to sea-room, should Yachts not be clear of each other, the outside Yacht or Yachts must give room to the Yacht in danger of fouling such obstruction, whether she be the weather or the lee-ward Yacht; provided always that an overlap has been established before an obstruction is actually reached.

Luffing and  
bearing  
away.

25. A Yacht may luff as she pleases to prevent another Yacht passing to windward, but must never bear away out of her course to hinder the other passing to leeward—the lee side to be considered that on which the leading Yacht of the two carries her main

boom. The overtaking vessel, if to leeward must not luff until she has drawn clear ahead of the Yacht she has overtaken.

26. If two Yachts are standing towards a shore or <sup>Close hauled</sup> shoal, or towards any buoy, boat or vessel, and the <sup>approaching shore.</sup> Yacht to leeward is likely to run aground or foul of such buoy, boat or vessel (a marked vessel excepted), and is not able to tack without coming into collision with the Yacht to windward, the latter shall at once tack, on being hailed to do so by the owner of the leeward Yacht, or the person acting as his representative, who shall be bound to see that his own vessel tacks at the same time.

27. Any Yacht running on shore, or foul of a buoy, <sup>Running aground, etc.</sup> vessel, or other obstruction, may use her own anchors, boats, warps, etc., to get off, but may not receive any assistance except from the crew of the vessel fouled. Any anchor, boat, or warp used must be taken on board again before she continues the Race.

28. Each Yacht must go fairly round the course; <sup>Fouling Yachts, marks, etc.</sup> and must not touch any buoy, boat, or vessel used to mark it out, but shall not be disqualified if wrongfully compelled to do so by another Yacht. Any Yacht causing a mark vessel to in any way shift her position to avoid being fouled by such Yacht, shall be disqualified. If a Yacht, in consequence of her neglect of any of these Rules, shall foul another Yacht, or compel other Yachts to foul, she shall forfeit all claim to the Prize, and shall pay all damages.

29. No towing, sweeping, poling, or pushing, or any <sup>Means of</sup> mode of propulsion except sails, shall be allowed. <sup>propulsion.</sup>

30. Yachts may anchor during a race, but must <sup>Anchoring.</sup> weigh their anchor again, and not slip. No Yacht shall, during a race, make fast to any buoy, stage, or pier, or send an anchor out in a boat, except for the purpose of Rule 27.

31. No other means of sounding than the lead and sounding line allowed.

**Side lights.** 32. All Yachts sailing in a Race at night shall observe the statutory rule as to the carrying of side lights.

**Man over-board.** 33. In case of a man falling overboard from a competing Yacht, all other Yachts in a position to do so shall use their utmost endeavours to render assistance; and if it should appear that any Yacht was prevented thereby winning the Race, the Committee shall have power to order it to be re-sailed between any Yacht or Yachts so prevented and the actual winner.

**Protests.** 34. Should the owner of any Yacht, or the person acting as his representative, consider that he has a fair ground of complaint against another for foul sailing, or any violation of these Rules, he must, if it arise during the Race, signify the same by showing the Distinguishing Flag conspicuously in the main rigging till the conclusion of the Race. The protest shall be made in writing, and under such regulations (if any) as the Sailing Committee may have determined, within twelve hours of the arrival of the protesting Yacht, and shall be heard by the Sailing Committee and decided, after such inquiries as they may consider necessary. They shall also, without a protest, disqualify any Yacht, should it come to their knowledge that she has committed a breach of the Rules.

**Removal of flag boats.** 35. Should any flag, vessel, boat, or buoy be removed from its proper position, either by accident or design, the race shall be sailed over again, or not, at the option of the Sailing Committee.

**Penalty for disobeying rules.** 36. Any Yacht disobeying or infringing any of these Rules, which shall apply to all Yachts whether sailing in the same or different races, shall be disqualified from receiving any Prize she would otherwise have won, and her owner shall be liable for all damages arising therefrom.

Should a flagrant breach of these Rules be proved against any Yacht, her Sailing Master may be dis-

qualified by the Sailing Committee for one season from sailing in any Race held under the Rules of the Royal Canadian Yacht Club.

37. When the Yachts are ordered to sail in <sup>Cruising</sup> trim, the following Rules are to be strictly observed :

1. No doors, tables, cabin skylight, or other cabin or deck fittings (davits excepted), are to be removed from their places before or during a race.
2. Anchors and chains suitable to the size of the Yacht are to be carried, one at the cathead (or in Yachts of forty tons and under, at the usual place on the bow), which anchor is not to be unshackled from the chain before or during the Race.
3. Every Yacht exceeding thirty tons shall carry a boat on deck not less than eight feet in length and three feet beam.

As mixed Races are no satisfactory test of the relative speed of Yachts, the different rigs should, whenever practicable, be kept separate; but when mixed Races are unavoidable, the following rule shall be observed :

The tonnage of Schooners and Yawls to be reckoned for time allowance as follows, viz., Schooners at three-fifths, and Yawls at four-fifths of their actual tonnage; provided that in case of a Yawl, her main boom, when in its place and parallel to the deck, does not extend more than one-fifth her extreme beam abaft the aft side of her stern-post on deck. In calculating the deduction for difference of rig, the tonnage by certificate to the exact fraction is to be used. The time allowances to be calculated from each vessel's reduced tonnage.

Flying starts should be adopted when practicable, <sup>Flying starts.</sup> but no time should be allowed for delay in starting.

## Classification.

The classification of Yachts should, when practicable, be as follows :—

1st class—above ten tons upwards.

2nd class—five tons and not exceeding ten tons.

3rd class—not exceeding five tons.

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### TABLES OF TIME ALLOWANCE.

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The principles assumed in computing these tables are the same as those adopted in the calculation of the Time Table of the Royal Yacht Squadron (1866), namely, that the allowance of time given by a larger to a small vessel should be *directly* proportional to the distance sailed, and *inversely* proportional to the size of the vessels ; that is to say :

If a larger can allow a smaller vessel one minute on a particular length of course, she can allow her two minutes on a course of twice the length.

And with respect to the element of size, the assumption is, that if a vessel of, say 50 tons, can allow a smaller one any given time per ton of difference, a vessel twice the size, or 100 tons, can only allow half the time, or the same for two tons that the vessel of 50 tons allows for one ton.

The allowance of time for each ton will consequently be obtained from the relation

$$t = \frac{kl}{T}$$

where  $t$  is the allowance of time per ton in seconds,  $k$  a number, whose value in the table is taken as 30, on the supposition that a vessel of 30 tons can allow one of 29 tons one second per mile,  $l$  the length of the course in miles, and  $T$  the tonnage of the vessel.

For a course of 50 miles the formula therefore is

$$t = \frac{30 + 50}{T}$$

The time scales have been computed for courses of 50, 10, and 8 nautical miles. These scales have been adopted, because from them the time allowance for almost any length of course can easily be calculated. For example, the time allowance for a course of 16 miles will be double the 8-mile scale; the time allowance for a course of 30 miles will be three times the 10-mile scale; the time allowance for a course of 25 miles will be half the 50-mile scale; and in like manner the time allowance for any other length of course may be readily ascertained.

In the 50-mile scale any number involving a fractional part of a second is represented in the tables by the nearest whole number, that is:

At 40 tons the true No. is 49m. 52-81s.; it is set down as 49m. 53s. At 41 tons the true No. is 50m. 29-39s.; it is set down as 50m. 29s. This of necessity involves an error, which, however, cannot exceed a second as between any two Yachts.

But in the 10 and 8-mile scales, it has been necessary, for the sake of accuracy, to give fractional parts of a second.

In the time allowance worked out from the tables, for any given length of course, fractions exceeding half a second should be counted as seconds, but fractions of half a second or under should be disregarded.

#### RULES FOR USING THE TABLES.

Take the times placed opposite to the tonnages of any two vessels; the difference between these times will be the time the larger vessel is to allow the smaller one over the length of course specified at the head of the column from which the times are taken.

TONNAGE.	TIME.					
	For a Course of 50 Nautical Miles.		For a Course of 10 Nautical Miles.		For a Course of 8 Nautical Miles.	
	Min.	Sec.	Min.	Sec.	Min.	Sec.
5	0	0	0	0	0	0
6	4	10	0	50.0	0	40.0
7	7	44	1	32.8	1	14.3
8	10	52	2	10.4	1	44.3
9	13	38	2	43.6	2	11.0
10	16	8	3	13.6	2	35.0
11	18	25	3	41.0	2	56.8
12	20	30	4	6.0	3	16.8
13	22	25	4	29.0	3	35.2
14	24	12	4	50.4	3	52.3
15	25	52	5	10.4	4	8.3
16	27	26	5	29.2	4	23.3
17	28	54	5	46.8	4	37.5
18	30	18	6	3.6	4	50.8
19	31	37	6	19.4	5	3.5
20	32	52	6	34.4	5	15.5
21	34	3	6	48.6	5	26.8
22	35	11	7	2.2	5	37.8
23	36	16	7	15.2	5	48.2
24	37	19	7	27.8	5	58.2
25	38	19	7	39.8	6	7.8
26	39	17	7	51.4	6	17.0
27	40	12	8	2.4	6	26.0
28	41	6	8	13.2	6	34.5
29	41	57	8	23.4	6	42.8
30	42	47	8	33.4	6	50.8
31	43	36	8	43.2	6	58.5
32	44	23	8	52.6	7	6.0
33	45	8	9	1.6	7	13.3
34	45	52	9	10.4	7	20.3
35	46	35	9	19.0	7	27.2
36	47	17	9	27.4	7	33.8
37	47	57	9	35.4	7	40.3
38	48	37	9	43.4	7	46.7
39	49	15	9	51.0	7	52.8
40	49	53	9	58.6	7	58.8
41	50	29	10	5.8	8	4.7

TONNAGE.	TIME.					
	For a Course of 50 Nautical Miles.		For a Course of 10 Nautical Miles.		For a Course of 8 Nautical Miles.	
	Min.	Sec.	Min.	Sec.	Min.	Sec.
42	51	5	10	13'0	8	10'8
43	51	40	10	20'0	8	16'0
44	52	14	10	26'8	8	21'5
45	52	47	10	33'4	8	26'8
46	53	20	10	40'0	8	32'0
47	53	52	10	46'4	8	37'2
48	54	23	10	52'6	8	42'2
49	54	54	10	58'8	8	47'0
50	55	24	11	4'8	8	51'8
51	55	53	11	10'6	8	56'5
52	56	22	11	16'4	9	1'2
53	56	50	11	22'0	9	5'7
54	57	18	11	27'6	9	10'2
55	57	45	11	33'0	9	14'5
56	58	12	11	38'4	9	18'7
57	58	38	11	43'6	9	23'0
58	59	4	11	48'8	9	27'2
59	59	30	11	54'0	9	31'2
60	59	55	11	59'0	9	35'2
61	60	19	12	3'8	9	39'2
62	60	43	12	8'6	9	43'0
63	61	7	12	13'4	9	46'8
64	61	31	12	18'2	9	50'5
65	61	54	12	22'8	9	54'2
66	62	17	12	27'4	9	57'8
67	62	39	12	31'8	10	1'5
68	63	1	12	36'2	10	5'0
69	63	23	12	40'6	10	8'5
70	63	44	12	44'8	10	11'8
71	64	5	12	49'0	10	15'2
72	64	26	12	53'2	10	18'5
73	64	47	12	57'4	10	21'8
74	65	7	13	1'4	10	25'2
75	65	27	13	5'4	10	28'3
76	65	47	13	9'4	10	31'5
77	66	6	13	13'2	10	34'5
78	66	25	13	17'0	10	37'7

TONNAGE.	TIME.					
	For a Course of 50 Nautical Miles.		For a Course of 10 Nautical Miles.		For a Course of 8 Nautical Miles.	
	Min.	Sec.	Min.	Sec.	Min.	Sec.
79	66	44	13	20'8	10	40'7
80	67	3	13	24'6	10	43'7
81	67	22	13	28'4	10	46'7
82	67	40	13	32'0	10	49'5
83	67	58	13	35'6	10	52'5
84	68	16	13	39'2	10	55'3
85	68	34	13	42'8	10	58'2
86	68	51	13	46'2	11	1'0
87	69	8	13	49'6	11	3'7
88	69	25	13	53'0	11	6'5
89	69	42	13	56'4	11	9'2
90	69	59	13	59'8	11	11'8
91	70	15	14	3'0	11	14'5
92	70	32	14	6'4	11	17'0
93	70	48	14	9'6	11	19'7
94	71	4	14	12'8	11	22'2
95	71	19	14	15'8	11	24'7
96	71	35	14	19'0	11	27'2
97	71	51	14	22'2	11	29'7
98	72	6	14	25'2	11	32'2
99	72	21	14	28'2	11	34'5
100	72	36	14	31'2	11	37'0
101	72	51	14	34'2	11	39'3
102	73	6	14	37'2	11	41'0
103	73	20	14	40'0	11	44'0
104	73	35	14	43'0	11	46'3
105	73	49	14	45'8	11	48'7
106	74	3	14	48'6	11	50'8
107	74	17	14	51'4	11	53'2
108	74	31	14	54'2	11	55'3
109	74	45	14	57'0	11	57'5
110	74	58	14	59'6	11	59'7
111	75	12	15	2'4	12	1'8
112	75	25	15	5'0	12	4'0
113	75	38	15	7'6	12	6'2
114	75	52	15	10'4	12	8'3
115	76	5	15	13'0	12	10'3

TONNAGE.	TIME.					
	For a Course of 50 Nautical Miles.		For a Course of 10 Nautical Miles.		For a Course of 8 Nautical Miles.	
	Min.	Sec.	Min.	Sec.	Min.	Sec.
116	76	18	15	15.6	12	12.3
117	76	30	15	18.0	12	14.5
118	76	43	15	20.6	12	16.5
119	76	56	15	23.2	12	18.5
120	77	8	15	25.6	12	20.5
121	77	21	15	28.2	12	22.5
122	77	33	15	30.6	12	24.5
123	77	45	15	33.0	12	26.3
124	77	7	15	35.4	12	28.3
125	78	9	15	37.8	12	30.3
126	78	21	15	40.2	12	32.2
127	78	33	15	42.6	12	34.0
128	78	45	15	45.0	12	36.0
129	78	56	15	47.2	12	37.8
130	79	8	15	49.6	12	39.7
131	79	19	15	51.8	12	41.5
132	79	31	15	54.2	12	43.3
133	79	42	15	56.4	12	45.2
134	79	53	15	58.6	12	46.8
135	80	4	16	0.8	12	48.7
136	80	15	16	3.0	12	50.5
137	80	26	16	5.2	12	52.2
138	80	37	16	7.4	12	53.8
139	80	48	16	9.6	12	55.7
140	80	59	16	11.8	12	57.3
141	81	9	16	13.8	12	59.0
142	81	20	16	16.0	13	0.7
143	81	30	16	18.0	13	2.5
144	81	41	16	20.2	13	4.2
145	81	51	16	22.2	13	5.7
146	82	1	16	24.2	13	7.3
147	82	11	16	26.2	13	9.0
148	82	22	16	28.4	13	10.7
149	82	32	16	30.4	13	12.2
150	82	42	16	32.4	13	13.8
151	82	52	16	34.4	13	15.5
152	83	1	16	36.2	13	17.0

TONNAGE.	TIME.					
	For a Course of 50 Nautical Miles.		For a Course of 10 Nautical Miles.		For a Course of 8 Nautical Miles.	
	Min.	Sec.	Min.	Sec.	Min.	Sec.
153	83	11	16	38.2	13	18.7
154	83	21	16	40.2	13	20.2
155	83	31	16	42.2	13	21.7
156	83	40	16	44.0	13	23.2
157	83	50	16	46.0	13	24.8
158	83	59	16	47.8	13	26.3
159	84	9	16	49.8	13	27.8
160	84	18	16	51.6	13	29.3
161	84	27	16	53.4	13	30.8
162	84	37	16	55.4	13	32.3
163	84	46	16	57.2	13	33.7
164	84	55	16	59.0	13	35.2
165	85	4	17	0.8	13	36.7
166	85	13	17	2.6	13	38.2
167	85	22	17	4.4	13	39.5
168	85	31	17	6.2	13	41.0
169	85	40	17	8.0	13	42.3
170	85	49	17	9.8	13	43.8
171	85	58	17	11.6	13	45.2
172	86	6	17	13.2	13	46.5
173	86	15	17	15.0	13	48.0
174	86	24	17	16.8	13	49.3
175	86	32	17	18.4	13	51.7
176	86	41	17	20.2	13	52.0
177	86	49	17	21.8	13	53.5
178	86	58	17	23.6	13	54.8
179	87	6	17	25.2	13	56.2
180	87	14	17	26.8	13	57.5
181	87	23	17	28.6	13	58.8
182	87	31	17	30.2	14	0.2
183	87	39	17	31.8	14	1.3
184	87	47	17	33.4	14	2.7
185	87	55	17	35.0	14	4.0
186	88	3	17	36.6	14	5.3
187	88	11	17	38.2	14	6.7
188	88	19	17	39.8	14	7.8
189	88	27	17	41.4	14	9.2

TONNAGE.	TIME.					
	For a Course of 50 Nautical Miles.		For a Course of 20 Nautical Miles.		For a Course of 8 Nautical Miles.	
	Min.	Sec.	Min.	Sec.	Min.	Sec.
190	88	35	17	43.0	14	10.3
191	88	43	17	44.6	14	11.7
192	88	51	17	46.2	14	12.8
193	88	59	17	47.8	14	14.2
194	89	6	17	49.2	14	15.3
195	89	14	17	50.8	14	16.7
196	89	22	17	52.4	14	17.8
197	89	29	17	53.8	14	19.0
198	89	37	17	55.4	14	20.3
199	89	44	17	56.8	14	21.5
200	89	52	17	58.4	14	22.7
201	89	59	17	59.8		
202	90	7	18	1.4		
203	90	14	18	2.8		
204	90	22	18	4.4		
205	90	29	18	5.8		
206	90	36	18	7.2		
207	90	43	18	8.6		
208	90	51	18	10.2		
209	90	58	18	11.6		
210	91	5	18	13.0		
211	91	12	18	14.4		
212	91	19	18	15.8		
213	91	26	18	17.2		
214	91	33	18	18.6		
215	91	40	18	20.0		
216	91	47	18	21.4		
217	91	54	18	22.8		
218	92	1	18	24.2		
219	92	8	18	25.6		
220	92	15	18	27.0		
221	92	21	18	28.2		
222	92	28	18	29.6		
223	92	35	18	31.0		
224	92	42	18	32.4		
225	92	48	18	33.6		
226	92	55	18	35.0		

# ROYAL CANADIAN YACHT CLUB.

1883-84.

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32

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85-

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